

9566508

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Marydel Survey Number: CAR-310  
 Project: Rehabilitate 311 Main St, Marydel Agency: CDA/HOME  
 Site visit by MHT Staff: no X yes Name Elizabeth Hannold Date 4/14/95  
 Eligibility recommended X Eligibility not recommended         
 Criteria: X A     B X C     D Considerations:     A     B     C     D     E     F     G     None  
 Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, the town of Marydel appears to meet the National Register criteria for listing as an historic district. Marydel is significant under Criteria A and C as a good example of a fair sized crossroads town of the middle part of the Eastern Shore of Maryland. Marydel was founded in 1851 on a wooded tract of over 200 acres lying both in Delaware and Maryland. An early form of food processing, involving the drying of fruit, took place in Marydel in the 1850s. By the early 1860s the P.B. & W. Railroad was constructed through Marydel, connecting the town to Clayton, Delaware, Oxford, Maryland, and other towns in between. By 1870 the town had several streets and approximately 40 houses, stores, hotels a grist mill and cannery. The town is significant for its architecture. It retains many 19th century and early 20th century buildings representative of a variety of uses, including houses, stores and churches, and the vernacular adaptation of several popular architectural styles. Marydel is significant under industry and commerce, for its role in the 19th and early 20th century as a commercial and service center for the surrounding rural residents and for its provision of a transportation link and a market for local fruits and vegetables for the nearby farms. Based on additional study, the boundaries could be further refined.

Documentation on the property/district is presented in: Project File

Prepared by: \_\_\_\_\_

Elizabeth Hannold

Reviewer, Office of Preservation Services

\_\_\_\_\_ Date

NR program concurrence: ✓ yes     no     not applicable

Alando Redint

Reviewer, NR program

April 21, 1995

\_\_\_\_\_ Date

*Jmg*

Marydel Historic District

CAR-310

Main St. (old MD 454), Halltown Rd. (MD 311), East St.

Marydel, Caroline County

Public and private

The Marydel Historic District comprises a cohesive collection of resources within the limits of the town of Marydel, a rural community located at the intersection of Maryland Routes 454 and 311 in northern Caroline County, Maryland. The town's name derives from its location straddling the Maryland/Delaware state line, which crosses Main Street at East Street. The architectural resources comprising the Marydel Historic District primarily reflect the period from the fourth quarter of the 19th century through the Depression era of the 1930s. During this period, the town achieved its present plan and experienced its principal period of growth as a center of agricultural commerce. Resources within the district are primarily residential in character, and reflect a range of architectural styles and vernacular building forms characteristic of the region and period. Vernacular forms represented in Marydel include the two-story, single pile type, two-, three-, or five bays wide, typically with a service ell to the rear; the two-story, two-bay, gable-fronted house; and the L-plan house with a projecting gable wing. These types are encountered in towns throughout the region in the period. The influence of popular architectural styles is limited, and is primarily manifested in applied decorative detailing. Popular turn-of-the-20th-century forms including the Foursquare, and period materials such as rock-faced concrete block, are also represented. Several early commercial buildings survive on Main Street between Halltown Road and the railroad tracks. The district includes two churches and an early 20<sup>th</sup> century school.

Marydel is significant as an intact example of a type of crossroads town characteristic of the middle part of the Eastern Shore of Maryland in the late nineteenth and early twentieth centuries. It derives significance through its association with rail transportation and its influence on the agricultural economy of the region in the latter half of the nineteenth century. It derives additional significance for its collection of well-preserved late nineteenth and early twentieth century buildings representative of several regional vernacular types serving a variety of uses.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CAR-310

### 1. Name of Property (indicate preferred name)

historic Marydel Historic District

other

### 2. Location

street and number Main St. (old MD 454), Halltown Rd. (MD 311), East St. not for publication

city, town Marydel vicinity

county Caroline

### 3. Owner of Property (give names and mailing addresses of all owners)

name Multiple owners

street and number telephone

city, town Marydel state Maryland zip code 21649

### 4. Location of Legal Description

courthouse, registry of deeds, etc. Multiple deeds liber folio

city, town Denton tax map 2a tax parcel tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☒ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	57
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	0
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	buildings
<input type="checkbox"/> object		<input type="checkbox"/> education	sites
		<input type="checkbox"/> funerary	structures
		<input type="checkbox"/> government	objects
		<input type="checkbox"/> health care	57
		<input type="checkbox"/> industry	0
		<input type="checkbox"/> landscape	Total
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

0

## 7. Description

Inventory No. CAR-310

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Description Summary:

The Marydel Historic District comprises a cohesive collection of resources within the limits of the town of Marydel, a rural community located at the intersection of Maryland Routes 454 and 311 in northern Caroline County, Maryland. The town's name derives from its location straddling the Maryland/Delaware state line, which crosses Main Street at East Street. The architectural resources comprising the Marydel Historic District primarily reflect the period from the fourth quarter of the 19th century through the Depression era of the 1930s. During this period, the town achieved its present plan and experienced its principal period of growth as a center of agricultural commerce. Resources within the district are primarily residential in character, and reflect a range of architectural styles and vernacular building forms characteristic of the region and period. Vernacular forms represented in Marydel include the two story, single pile type, two-, three-, or five bays wide, typically with a service ell to the rear; the two-story, two-bay, gable-fronted house; and the L-plan house with a projecting gable wing. These types are encountered in towns throughout the region in the period. The influence of popular architectural styles is limited, and is primarily manifested in applied decorative detailing. Popular turn-of-the-20th-century forms including the Foursquare, and period materials such as rock-faced concrete block, are also represented. Several early commercial buildings survive on Main Street between Halltown Road and the railroad tracks. The district includes two churches and an early 20<sup>th</sup> century school.

### General Description:

The Marydel Historic District comprises most of the land within the town of Marydel, as laid out in 1870. Maryland Route 454 bypasses the town to the north, roughly paralleling Main Street which it replaces as the principal thoroughfare. Main Street runs east-west and comprises the majority of properties within the district; Halltown Road (Maryland Route 311) extends to the south from Main Street. Both of these principal streets are lined on either side with lots of varying sizes. Buildings are located toward the fronts of the lots; commercial properties on Main Street abut the sidewalk, while other buildings have various setbacks. The rear yards frequently contain domestic outbuildings including sheds, stables, or garages. The Pennsylvania (originally Maryland & Delaware) Railroad tracks cross Main Street roughly equidistant between Halltown Road and the Maryland/Delaware state line at East Street.

The district is primarily residential, characterized by vernacular examples of late 19th and early 20th century house types. Commercial buildings are concentrated along Main Street between Halltown Road and the railroad tracks. There are also two churches and an early 20<sup>th</sup> century school within the district. The architectural character of Marydel primarily reflects the period from approximately the last quarter of the 19th century through the 1930s.

Most of the houses in the Marydel Historic District are of frame construction and conform to regional vernacular building types. Common among these is the one-room-deep, two to 2½-story house with a gable roof whose ridge parallels the street facade. This form occurs in two-, three-, or five-bay-wide examples and typically has an ell at the rear. Marydel has several houses of this type. Most are three-bay houses with the entrance in one of the side

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CAR-310

**Name** Marydel Historic District

### Continuation Sheet

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bays, as at 212, 208, 327, and 426 Main Street. Number 503 Main Street is a modest two-bay example; 223 Main Street and 124 Halltown Road appear to double this form, with four-bay facades and two doors. Five-bay-wide houses with central entrances are located at 216 and 332 Main Street; both of these houses feature a cross-gable above the central bay, a common characteristic of houses of the post-Civil War period which has been attributed to a vernacular interpretation of the Gothic Revival. Number 220 Main Street has a symmetrical three-bay façade and a broad cross gable, but unlike the examples so far described, its plan appears to be two rooms deep. The house at 311 Main Street is an exceptionally large, 2½-story example, with a long wing at the rear. Apparently the product of accretive growth, this building exhibits decorative features derived from various popular styles; the bracketed cornice and molded corner boards reflect Italianate influence, and the broad wrap-around porch has columns and balustrade derived from the Colonial Revival.

Another variation of the type involves a full-height wing that projects forward, so that the main block assumes an L-plan. The entrance is typically located in the reentrant corner of the ell. Houses of this type are located at 209, 322, and 407 Main Street. The house at 209 Main Street displays the influence of the Queen Anne style in its faceted projecting bay, “fishscale” shingles in the upper gable, and windows with small colored lights forming a border around a single large pane in the upper sash.

Another important vernacular form is the two-story, gable-front house, seen throughout the region around the turn of the twentieth century. These buildings are typically three bays wide, with the entrance in one of the side bays, and have a double-pile plan; the roof ridge runs perpendicular to the façade. A porch spanning the ground-floor façade is a characteristic feature, as is a window centered in the upper gable. In Marydel, examples of this type include 224, 314, 318, 418, and 502 Main Street.

Decorative detailing on the gable-front houses is generally simple. While many have lost their porches, 224 Main Street retains an elaborate Victorian porch with scrollwork brackets and turned columns, balusters, and frieze. At 318 Main Street, exposed rafter ends are scroll-shaped. Attic windows occur in a variety of shapes: lancet-arched (318 Main Street and 145 Halltown Road), rectangular (418 Main Street), triangular-peaked (314 and 502 Main Street), and a Palladian version with a round-arched window flanked by narrow rectangular sash (224 and 130 Main Street).

While the architecture in Marydel is overwhelmingly vernacular, with the influence of popular styles primarily manifested in the application of stylish detailing to traditional building forms, two houses are representative of early 20<sup>th</sup> century types that were popularized through nationwide publications. The house at 411 Main Street is Marydel's sole example of the American Foursquare type. The basic characteristics of this house type include a boxy, cubical shape; a steeply-pitched, near-pyramidal hipped roof with dormers; deep overhanging eaves; and a porch across the facade. An unusually large example of its type, 411 Main Street reflects the influence of the Arts and Crafts movement of the turn of the 20th century in its battered porch posts and large ground-floor windows



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Name Marydel Historic District

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with multi-pane upper sash. Period materials include original siding with a narrow “novelty” profile, and rock-faced concrete blocks used for the foundation and porch piers.

The house at 403 Main Street also conforms to a popular early twentieth century type; outwardly similar to the vernacular-derived L-plan house, in this form the gable-front section is primary, and a short wing, often containing the entrance, projects at a right angle at the rear. A porch usually spans the gable front and wraps around the side to meet the wing. Houses of this type were advertised in popular publications in the era preceding World War I.<sup>1</sup> Number 403 Main Street is a well-preserved example of the type.

Several historic frame commercial buildings are concentrated on the south side of Main Street, between Halltown Road and the railroad tracks. The large, gable-front commercial building at 130 Main Street is noteworthy for its decorative surface treatment; it has fishscale shingles in its upper gable above unusual patterned siding in which boards with scalloped edges alternate with straight weatherboards. It is further distinguished by Colonial Revival features including a cornice with short returns at the front, and an arched, three-part window in the gable. A smaller gable-front commercial building is located at 322 Main Street; a (boarded) storefront with a central entrance occupies the ground floor, with two windows on the second story and a lancet-arched sash centered in the upper gable, which has decorative scalloped vergeboards. A one-story shed addition features a false parapet front.

There are two churches in the district. The Immaculate Conception Roman Catholic Church (CAR-353) is located at 518 Main Street. The small frame church was constructed in 1918 in the Neoclassical style; subsequent alterations have included installation of stained glass windows in place of the original multipane sash, enlargement of the vestibule area, and installation of vinyl siding. A large rear addition (1987) results in an approximation of a cruciform plan. The complex also includes a recent brick parish hall. The Calvary Methodist Episcopal Church at 143 Halltown Road is a vernacular Greek Revival structure built in 1871.

Institutional buildings include the town office at 319 Main Street, a small, one-story gable-front office building, and the School at 130 Halltown Road. Both buildings are of frame construction and date from the early 20<sup>th</sup> century. The school building has a T-plan with a projecting central entrance wing, and is similar to schools built elsewhere in the county in the period. It is currently used as a community hall.

The properties within the Marydel Historic District generally demonstrate a good level of integrity. Alterations are generally reversible, and not significantly destructive of historic fabric. The most common alteration in the district is the installation of synthetic siding; in most cases, historic architectural features remain undisturbed, and the basic form and construction remain intact. Some of the commercial buildings are currently vacant, and maintenance on these and other buildings in the district appears to have been deferred for some time. Deterioration, however, is not

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<sup>1</sup> For example, Sears, Roebuck offered a version of this plan in kit form as No. 115 in 1910; see Sears, Roebuck Home Builder's Catalog: the Complete Illustrated 1910 Edition (orig. pub. 1910; rpt. New York: Dover Publications, Inc., 1990), p.5.

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## Maryland Inventory of Historic Properties Form

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**Name** Marydel Historic District

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yet a factor in the district's overall integrity. The overwhelming majority of the principal buildings within the Marydel Historic District contribute to the significance of the district; they are related to the themes and period of significance defined for the district, and retain sufficient integrity to convey their associations. A few recent buildings, including ranch-style houses at 304, 412, and 518 Main Street and 154 Halltown Road and a store at 323 Main Street, fall outside the period of significance; these structures do not substantially compromise the overall visual and historic character of the district.

The following list identifies the properties within the Marydel Historic District by street address (where available), tax map and parcel number, and indicates their contributing/noncontributing status:

#### Contributing Resources

118 Halltown Road; M 2a, p 920  
124 Halltown Road; M 2a, p 921  
130 Halltown Road; M 2a, p 922  
136 Halltown Road; M 2a, p 923  
140 Halltown Road; M 2a, p 924  
145 Halltown Road; M 2a, p 870  
203 Halltown Road; M 2a, p 909  
Halltown Road; M 2a, p 871

200 Main Street; M 2a, p 889  
204 Main Street; M 2a, p 888  
205 Main Street; M 2a, p 894  
208 Main Street; M 2a, p 887  
209 Main Street; M 2a, p 895  
212 Main Street; M 2a, p 886  
213 Main Street; M 2a, p 896  
216 Main Street; M 2a, p 885  
220 Main Street; M 2a, p 884  
223 Main Street; M 2a, p 898  
224 Main Street; M 2a, p 882  
232 Main Street; M 2a, p 880  
310 Main Street; M 2a, p 877  
311 Main Street; M 2a, p 906  
314 Main Street; M 2a, p 876  
318 Main Street; M 2a, p 875

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**Name** Marydel Historic District

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319 Main Street; M 2a, p 907  
322 Main Street; M 2a, p 874  
332 Main Street; M 2a, p 8  
403 Main Street; M 2a, p 910  
407 Main Street; M 2a, p 911  
408 Main Street; M 2a, p 928  
411 Main Street; M 2a, p 912  
417 Main Street; M 2a, p 913  
418 Main Street; M 2a, p 930  
422 Main Street; M 2a, p 422  
426 Main Street; M 2a, p 932  
427 Main Street; M 2a, p 915  
502 Main Street; M 2a, p 933  
503 Main Street; M 2a, p 937  
507 Main Street; M 2a, p 938  
526 Main Street; M 2a, p 936  
Main Street; M 2a, p 878  
Main Street; M 2a, p 881  
Main Street; M 2a, p 897  
Main Street; M 2a, p 914

### Non-contributing Resources

150 Halltown Road; M 2a, p 926  
154 Halltown Road; M2a. p 927  
Halltown Road; M2a. p 925 (vacant)  
304 Main Street; M 2a, p 879  
327 Main Street; M 2a, p 908 (store)  
412 Main Street; M 2a, p 929  
518 Main Street; M 2a, p 934  
522 Main Street; M 2a, p 935  
Main Street; M 2a, p 878 (vacant)  
Main Street; M 2a, p 881 (vacant)  
Main Street; M 2a, p 897 (vacant)  
Main Street; M 2a, p 914 (vacant)  
205 Railroad Avenue; M 2a, p 899



## 8. Significance

Inventory No. CAR-310

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

**Specific dates** 1851; 1870

**Architect/Builder** multiple unknown

**Construction dates**

Evaluation for:

☒ National Register

☒ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Marydel is significant as an intact example of a type of crossroads town characteristic of the middle part of the Eastern Shore of Maryland in the late nineteenth and early twentieth centuries. It derives significance through its association with rail transportation and its influence on the agricultural economy of the region in the latter half of the nineteenth century. It derives additional significance for its collection of well-preserved late nineteenth and early twentieth century buildings representative of several regional vernacular types serving a variety of uses.

Established in 1763, Caroline County has retained its rural, agricultural character, first as a producer of tobacco in the eighteenth century and of fruits and vegetables in the nineteenth, a response to the growing demand for canned goods as the nation's population grew and the canning technology evolved. Early products shipped out of Caroline County via the Choptank River through Denton included produce, butter and eggs, lumber, cork and grain. Due to the demand and railroad access, Caroline County after 1885 became the largest produce canning area on the Eastern Shore, with sixty-two canneries in the county by 1920 (Holycross/Burton).

Marydel is located in the northernmost part of Caroline County and extends into the West Dover Hundred of Kent County, Delaware; it stands at the intersection of MD 311 and Main Street (old MD 454, which now bypasses the town to the north), which becomes DE 8, the road to Dover. The town developed in a linear form along Main Street, which is bisected at the eastern end of town by the railroad. The Delaware state line crosses Main Street at East Street. Originally called Halltown, Marydel was founded in 1851 by William Hall, who purchased a wooded tract of over 200 acres. Marydel's first industry was a sawmill, built by William McKnett. (Cochrane & 200th) In the 1860s, the village reportedly contained a few houses and three hotels.

In the second quarter of the 19th century, the adoption of scientific agricultural methods coincided with developments in canning technology to initiate a boom in fruit and vegetable production in the Delmarva region and northeastern Maryland. The rapidly-increasing output of the region's canneries was shipped by rail through Baltimore, which became the national center of the produce canning industry by 1880. Maryland continued to dominate the industry through the 1920s (UDE 16-17).

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**Name** Marydel Historic District

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Number 8 Page 1

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Marydel made a significant contribution to the region's ascendancy in the produce canning industry. Rail transportation was essential to reaching the nationwide market that fueled the industry's growth.<sup>2</sup> In 1859, William Hall and his brother George granted right-of-way for a branch of the Philadelphia, Baltimore and Washington Railroad. The Maryland and Delaware Railroad, connecting with the Delaware Railroad at Clayton, Delaware and running to Oxford, Maryland, arrived in Marydel by 1867.

The first food processing plant in Marydel may have been a factory referred to as the "evaporator," which featured an innovative method of drying fruit; dates for this endeavor are unclear in the sources. By 1870, streets and building lots had been laid out in Marydel. The town was divided into approximately eighty-one building lots, of 50' by 150' and 50' by 212' in size (200<sup>th</sup>). Wesley Temple opened a canning plant in 1872 for packing fruit and vegetables. By 1897 there were approximately forty houses, stores, a grist mill and a cannery. The Methodist Episcopal Church was built in 1871; the Immaculate Conception Roman Catholic Church was built in 1918. Through the 1940s there were at least nine canning operations in the town. (Holycross/Burton) After 1940 frozen foods began to replace canning in the food processing industry.

The period of significance of the Marydel Historic District begins with the founding of the town in 1851 and ends in 1941, by which time the town had substantially achieved its present form and appearance.

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<sup>2</sup> The Delmarva Peninsula fell within and dominated a larger regional canning industry referred to as the "Middle Atlantic Trucking Region" that extended along the coast from southern Maine into South Carolina. The mid-Atlantic region's high population density offered a large market, and its favorable soils and growing conditions allowed earlier crops.

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## 9. Major Bibliographical References

Inventory No. CAR-310

Burton, R. Lee, Jr. *Canneries of the Eastern Shore*. Dentreville, Maryland, 1975.

Cochrane, Laura C. et al. *History of Caroline County Maryland from its Beginning*. Baltimore: Regional Publishing Company, 1971.

*Commemorating the 200<sup>th</sup> Anniversary of Caroline County*. County Commissioners, 1974.

Doerrfeld, Dean A., et al. *The Canning Industry in Delaware, 1860 to 1940+/-: A Historic Context*. Newark, Delaware: Center for Historic Architecture & Engineering, College of Urban Affairs and Public Policy, University of Delaware, 1993.

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## 10. Geographical Data

Acreage of surveyed property 18.24 acres

Acreage of historical setting

Quadrangle name USGS Goldsboro; USGS Marydel Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

Boundaries are shown on the map which accompanies this documentation. Boundaries were drawn to encompass the most cohesive concentration of properties relating to the district's period and areas of significance, while excluding properties whose integrity is substantially compromised, or which do not directly relate to the period and areas of significance.

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## 11. Form Prepared by

name/title Peter E. Kurtze and Nancy N. Kurtz

organization Maryland Historical Trust

date Spring 2004

street & number 100 Community Place, 3<sup>rd</sup> floor

telephone

city or town Crownsville

state MD 20132-2023

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. *CAR-310*

Name  
**Continuation Sheet**

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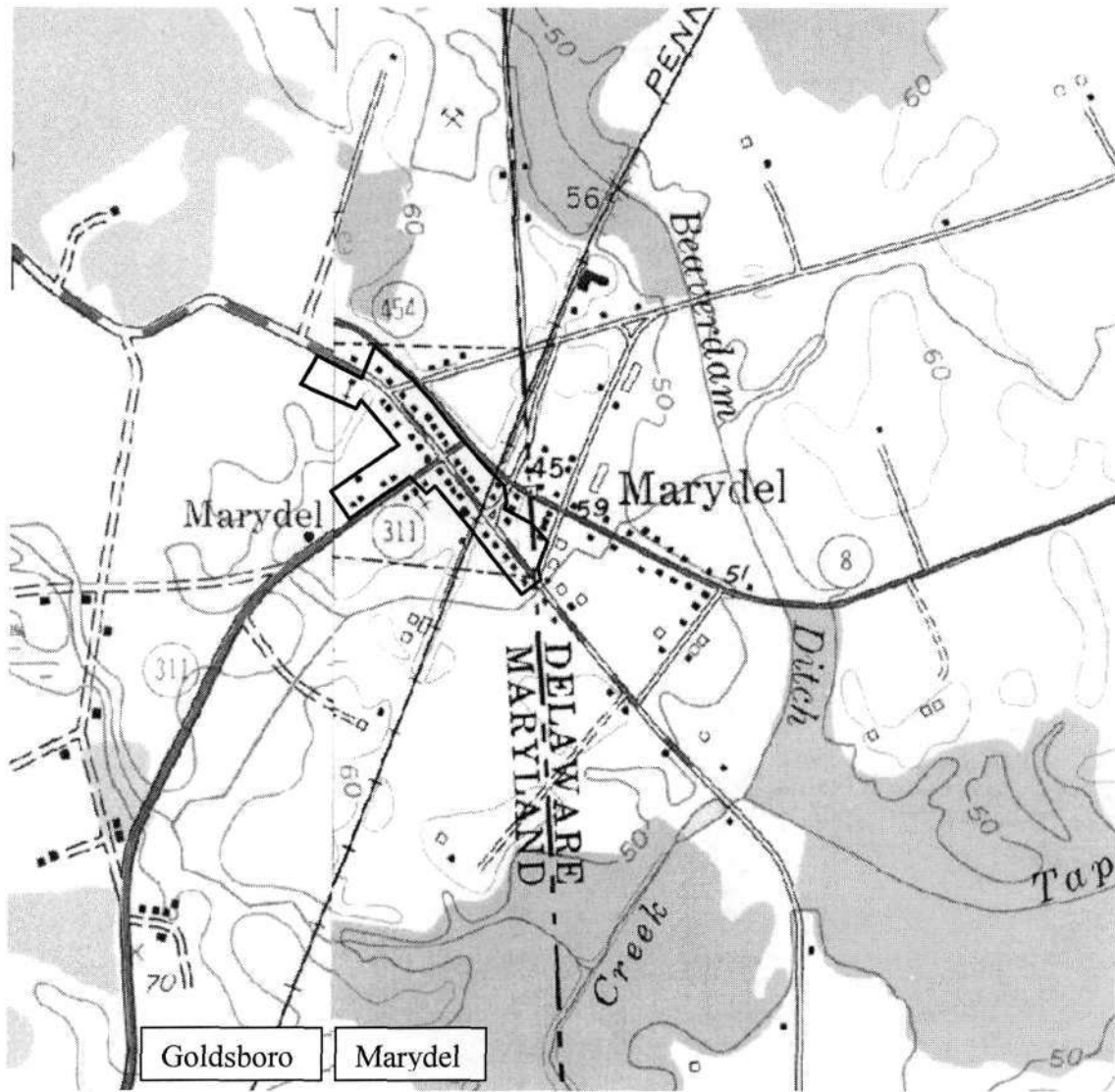
(Major Bibliographical References Continued)

Hayman, John C. *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827 – 1978*. n. p.: Marvadel Publishers, 1979.

Holycross, Fred M. MIHP form for CARR-353. Maryland Historical Trust library, 2002.

McAlester, Virginia, and Lee McAlester. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1985.

CAR-310  
Marydel Historic District  
Goldsboro and Marydel Quadrangles







CAR-310

MARYDEL HD.

CAROLINE CO

TOM REINHART, 2002

NEG @ MHT

311 MAIN ST, VIEW FROM SE



CAR-310

MARYDEL HD

CAROLINE CO.

TOM REINHART, 2002

NEG @ MHT

209 MAIN ST., VIEW FROM S.





CAR-310

MARYDEL HD

CAROLINE CO.

TOM REINHART, 2002

NEG @ MHT

322 MAIN ST., VIEW FROM N



CAR-310

MARYDEL HD

CAROLINE CO

TOM REINHART, 2002

NEG @ MHT

502 MAIN ST., VIEW FROM NW

9500508

CONTRIBUTING RESOURCE  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: 311 Main Street, Marydel Survey Number: CAR-310

Property Address: 311 Main Street, Marydel

Project: Rehabilitate 311 Main Street, Marydel Agency: CDA/HOME

Site visit by MHT Staff: no X yes Name Elizabeth Hannold Date 4/14/95

District Name: Marydel Historic District Survey Number: CAR

       Listed        X Eligible based on 4/14/95 site visit & ORV's opinion Comment

Criteria:        A        B X C        D Considerations:        A        B        C        D        E        F        G        None

The resource X contributes/        does not contribute to the historic significance of this historic district in:

X Location        X Design        X Setting        X Materials

X Workmanship        X Feeling        X Association

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on available information, the property is eligible for the National Register under criterion C for architecture as a contributing resource in the Marydel Historic District. The house at 311 Main Street appears to date to the third quarter of the 19th century, a formative period in the history of the Town of Marydel. A large house with Italianate details including a heavy bracketed cornice and molded pilasters at the corners of the main block, 311 Main Street is probably the finest and most imposing house in town. Other than the application of vinyl siding, it appears to retain a high degree of integrity. The house at 311 Main Street contributes to the Marydel Historic District in terms of location, design, setting, materials, workmanship, feeling and association. Marydel was founded in 1851 on a wooded tract of over 200 acres lying both in Delaware and Maryland. By the early 1860s the P.B. & W. Railroad was constructed through Marydel, connecting the town to Clayton, Delaware, Oxford, Maryland, and other towns in between. By 1870 the town had several streets and approximately 40 houses, stores, hotels a grist mill and cannery. The town retains many 19th century and early 20th century buildings representing a variety of uses, including houses, stores and churches.

Documentation on the property is presented in: Project File

Prepared by: \_\_\_\_\_

Elizabeth Hannold April 17, 1995  
Reviewer, Office of Preservation Services Date

NR program concurrence: ✓ yes        no        not applicable

Orlando Robert ✓ April 21, 1995  
Reviewer, NR program Date

*gmg*

## MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

## I. Geographic Region:

- ☒ Eastern Shore (all Eastern Shore counties, and Cecil)  
☐ Western Shore (Anne Arundel, Calvert, Charles,  
Prince George's and St. Mary's)  
☐ Piedmont (Baltimore City, Baltimore, Carroll,  
Frederick, Harford, Howard, Montgomery)  
☐ Western Maryland (Allegany, Garrett and Washington)

## II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.  
☐ Early Archaic 7500-6000 B.C.  
☐ Middle Archaic 6000-4000 B.C.  
☐ Late Archaic 4000-2000 B.C.  
☐ Early Woodland 2000-500 B.C.  
☐ Middle Woodland 500 B.C. - A.D. 900  
☐ Late Woodland/Archaic A.D. 900-1600  
☐ Contact and Settlement A.D. 1570-1750  
☐ Rural Agrarian Intensification A.D. 1680-1815  
☐ Agricultural-Industrial Transition A.D. 1815-1870  
☒ Industrial/Urban Dominance A.D. 1870-1930  
☐ Modern Period A.D. 1930-Present  
☐ Unknown Period ( ☐ prehistoric ☐ historic)

## III. Prehistoric Period Themes:

- ☐ Subsistence  
☐ Settlement  
☐ Political  
☐ Demographic  
☐ Religion  
☐ Technology  
☐ Environmental Adaption

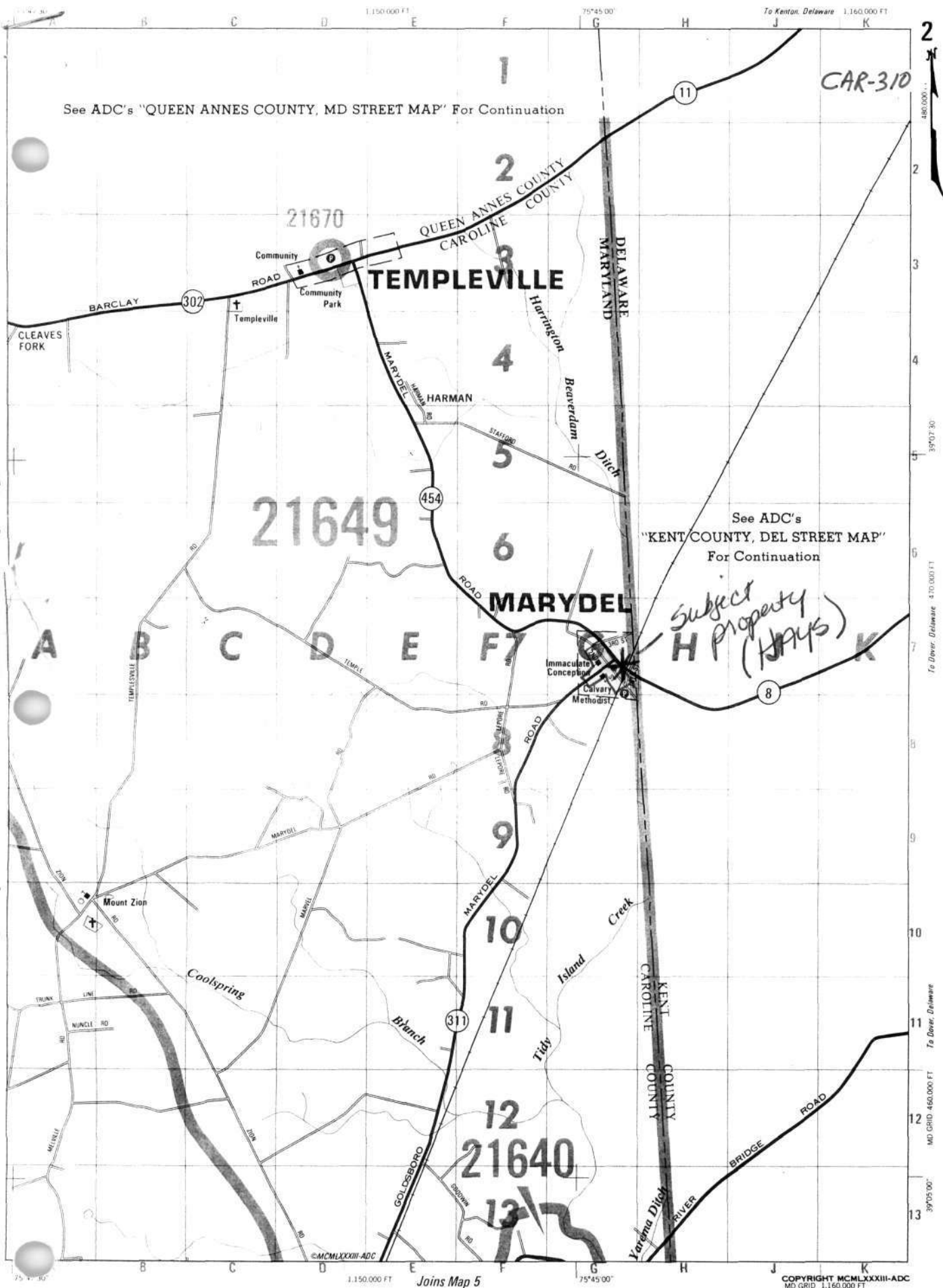
## IV. Historic Period Themes:

- ☐ Agriculture  
☒ Architecture, Landscape Architecture,  
and Community Planning  
☐ Economic (Commercial and Industrial)  
☐ Government/Law  
☐ Military  
☐ Religion  
☐ Social/Educational/Cultural  
☐ Transportation

## V. Resource Type:

Category: BuildingHistoric Environment: Rural VillageHistoric Function(s) and Use(s): Domestic, single family residenceKnown Design Source: na





311 Main Street, Marydel

CAR-310

39°01'30"

140000 FEET (M.D.)

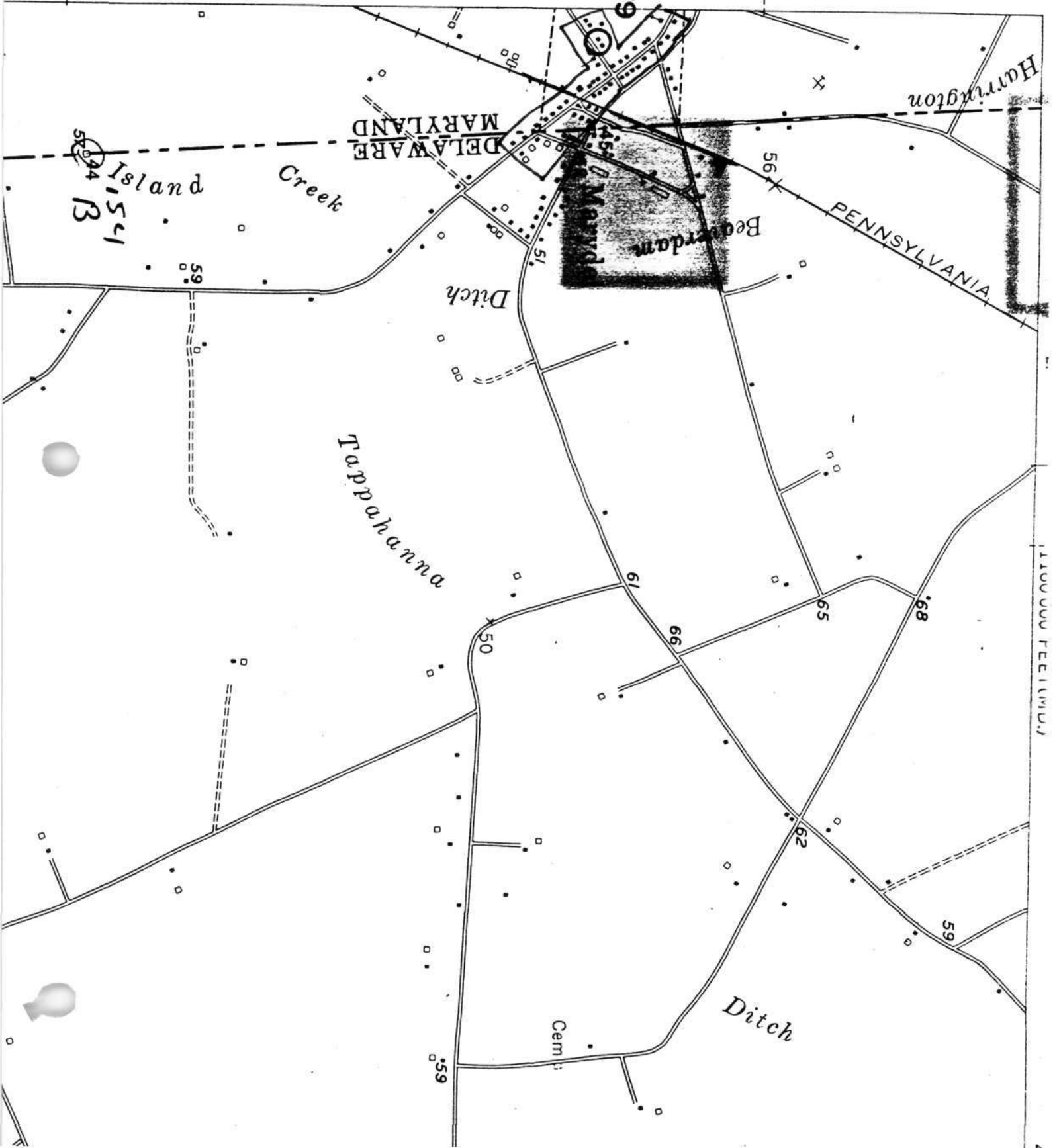
Marydel

Historic District

4/17/95

179

4328 000m. N.



DELAWARE

PENNSYLVANIA

Harrington

Beardsdam

Tappahanna

Creek

Ditch

Ditch

Cem.

Island Creek  
1541  
B

50

51

61

66

65

68

62

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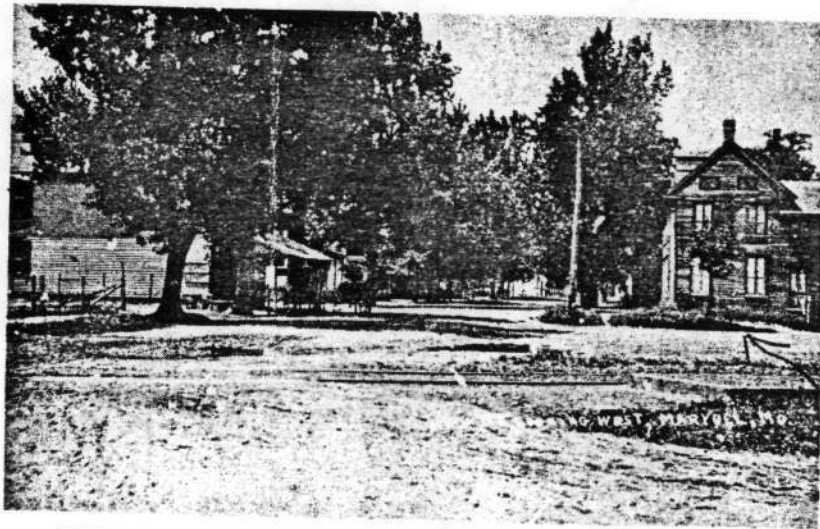
59

59

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on the efficiency of new windows.

Thank You,  
Doris V. Hays  
311 Main St  
PO Bx 118  
Marydel MD  
2 16 49



VIEW OF MARYDEL, MD., looking west on Main Street, 1912.

This is my house before the  
porch was added



10/13/94

EAR-310

311 Main Street  
Mary del, Md.



CAR-399

311 Main Street  
Marydel, Md.